

114TH CONGRESS
1ST SESSION

H. R. 779

To authorize project development for projects to extend Metrorail service
in Northern Virginia, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 2015

Mr. CONNOLLY (for himself and Mr. BEYER) introduced the following bill;
which was referred to the Committee on Transportation and Infrastructure

A BILL

To authorize project development for projects to extend Metrorail service in Northern Virginia, and for other purposes.

1 *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Northern Virginia Metrorail Extension Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) The Washington Metropolitan Area Transit Authority (Metro) maintains the second largest rail network in the Nation.

1 (2) Local and State governments in the Na-
2 tional Capital Region have led efforts to extend Met-
3 rorail service, and any future Metrorail extension
4 will be provided only with their collaboration, con-
5 sistent with local planning objectives.

6 (3) In the most recent draft strategic plan, Mo-
7 mentum: The Next Generation of Metro, Metro iden-
8 tifies future expansion opportunities, including the
9 Orange Line in Virginia from Vienna to Centreville
10 and the Blue Line in Virginia from Franconia-
11 Springfield to Prince William.

12 (4) More than 120,000 Federal employees ride
13 Metro to work, accounting for more than 40 percent
14 of the morning rush-hour ridership.

15 (5) More than half of Metro's current stations
16 are located on Federal property.

17 (6) The Federal Government has partnered
18 with the State and local governments to provide
19 \$300 million, consisting of \$150 million in Federal
20 funds to match \$50 million each from Virginia,
21 Maryland, and the District of Columbia (Public Law
22 110–432), over a 10-year period for safety and other
23 capital improvements throughout the Metro system.

24 (7) Metro takes 580,000 cars off the road each
25 day, eliminates the need for 1,400 lane miles of

1 highway, reduces gas consumption by 75 million gal-
2 lons annually, and eliminates more than 10,000 tons
3 of greenhouse gas emissions annually.

4 (8) Metrorail stations encourage transit-ori-
5 ented development, which is critical to protecting
6 open space throughout the region.

7 (9) Metro stimulates economic and job growth,
8 and real estate near Metrorail stations is worth in
9 excess of \$25 billion.

10 (10) The Virginia Department of Transpor-
11 tation (VDOT) and the Virginia Department of Rail
12 and Public Transit (VDRPT) completed a Major In-
13 vestment Study that concluded that a multimodal
14 transportation strategy is required to accommodate
15 projected travel demand in Virginia along Interstate
16 Route 66 from Interstate Route 495 to the Centre-
17 ville and Haymarket communities, areas which
18 would be served by the proposed Orange Line exten-
19 sion.

20 (11) The Route 1 Multimodal Alternatives
21 Analysis, a partnership between VDOT, VDRPT,
22 and Fairfax and Prince William counties, in October
23 2014 endorsed recommendations for improving the
24 corridor to include extending Metro's Yellow Line to
25 Hybla Valley "as expeditiously as possible".

1 (12) The population of the area to be served by
2 the proposed Orange Line extension is expected to
3 be 681,000 individuals by 2025, while employment
4 in the area is projected to increase to 362,000 indi-
5 viduals.

6 (13) The population of the area to be served by
7 the proposed Blue and Yellow Line extensions grew
8 by 120,000 people between 2000 and 2010, and con-
9 tinued growth of another 100,000 people is expected
10 by 2020.

11 (14) The Comprehensive Plans for both Fairfax
12 and Prince William counties identify the need to de-
13 velop alternative transit concepts, including an ex-
14 tension of the existing Metrorail lines.

15 (15) As a result of military base realignments
16 and closures, thousands of national defense-related
17 Federal and civilian jobs will shift from the area of
18 Crystal City, Virginia, which is served by Metrorail,
19 to Fort Belvoir, Virginia, and the Engineer Proving
20 Ground in southern Fairfax, neither of which is cur-
21 rently served by Metro.

22 (16) Department of Defense analysis shows
23 many of those employees are coming from points
24 south and west.

1 (17) Additional job growth along the Richmond
2 Highway (Route 1) corridor and Interstate Route 95
3 in both Fairfax and Prince William counties, includ-
4 ing communities like Mount Vernon, Woodbridge,
5 and Potomac Mills, adds further urgency to the need
6 to expand Metro service in Northern Virginia.

7 (18) To ensure the regional transportation net-
8 work can accommodate projected growth, it is crit-
9 ical that extensions of transit service are coordinated
10 with local land use planning, including the use of
11 smart growth principles and transit-oriented develop-
12 ment.

13 **SEC. 3. NEW FIXED GUIDEWAY CAPITAL PROJECTS, NORTH-**
14 **ERN VIRGINIA.**

15 The following projects are deemed to have entered the
16 project development phase under section 5309(d)(1) of
17 title 49, United States Code:

18 (1) Northern Virginia—Extension of Metrorail
19 Blue Line to include the Engineer Proving Ground
20 and the Interstate Route 95 corridor in Fairfax and
21 Prince William counties.

22 (2) Northern Virginia—Extension of Metrorail
23 Orange Line to Centreville.

1 (3) Northern Virginia—Extension of Metrorail
2 Yellow Line to the Richmond Highway (Route 1)
3 corridor in Fairfax and Prince William counties.

